

CONTENTS

COVER SHEET..... iii

NOTATION..... xxi

ENGLISH/METRIC AND METRIC/ENGLISH EQUIVALENTS xxvi

SUMMARY S-1

 S.1 Background..... S-1

 S.1.1 Purpose and Need for National Environmental Policy Act Review S-1

 S.1.2 Background of Project Permitting and NEPA History S-1

 S.2 Purpose and Need S-3

 S.2.1 DOE’s Purpose and Need S-3

 S.2.2 Applicant’s Purpose and Need..... S-5

 S.3 Public Participation and the NEPA Process..... S-5

 S.3.1 Cooperating Agencies..... S-5

 S.3.2 Public Scoping S-6

 S.3.3 Issues outside the Scope of the EIS S-7

 S.4 Alternatives Analyzed..... S-8

 S.4.1 Alternative Routes S-9

 S.4.1.1 Alternative One: Modified Consolidated Corridors Route.... S-9

 S.4.1.2 Alternative Two: Consolidated Corridors Route S-13

 S.4.1.3 Alternative Three: Previously Permitted Route..... S-13

 S.4.1.4 Alternative Four: MEPCO South Route S-13

 S.4.2 Rescission of the Presidential Permit Alternative..... S-16

 S.4.3 Transmission Line Specifications, Construction, Operation, Maintenance, and Schedule Common to All Alternative Routes S-16

 S.4.3.1 Transmission Line Design Parameters..... S-16

 S.4.3.2 ROW Configurations S-19

 S.4.3.3 Substation Alterations..... S-21

 S.4.3.4 Transmission Line Construction..... S-23

 S.4.3.5 Installation of AC Mitigation for the M&N Gas Pipeline S-28

 S.4.3.6 Post-Construction Maintenance Practices..... S-29

 S.4.3.7 Schedule..... S-29

 S.5 Comparison of the Potential Environmental Impacts among Alternatives..... S-30

 S.5.1 Air Quality S-31

 S.5.2 Land Features..... S-31

 S.5.3 Land Use..... S-32

 S.5.4 Hydrological Resources..... S-33

 S.5.5 Ecological Resources..... S-34

 S.5.6 Cultural Resources..... S-35

 S.5.7 Socioeconomics S-36

CONTENTS (Cont.)

S.5.8	Environmental Justice Considerations.....	S-36
S.5.9	Visual Resources.....	S-36
S.5.10	Health and Safety.....	S-37
S.6	Cumulative Impacts	S-38
1	INTRODUCTION.....	1-1
1.1	Background.....	1-1
1.2	Purpose and Need	1-3
1.2.1	DOE’s Purpose and Need	1-3
1.2.2	Applicant’s Purpose and Need.....	1-5
1.3	Public Participation and the NEPA Process.....	1-6
1.3.1	Cooperating Agencies.....	1-6
1.3.2	Public Scoping	1-6
1.3.3	Issues outside the Scope of the EIS	1-7
1.4	Organization of This Environmental Impact Statement	1-8
2	PROPOSED ACTION AND ALTERNATIVES.....	2-1
2.1	Alternatives Analyzed.....	2-2
2.1.1	Alternative Routes	2-2
2.1.1.1	Alternative One: Modified Consolidated Corridors Route.....	2-2
2.1.1.2	Alternative Two: Consolidated Corridors Route	2-6
2.1.1.3	Alternative Three: Previously Permitted Route	2-9
2.1.1.4	Alternative Four: MEPCO South Route	2-9
2.1.2	Rescission of the Presidential Permit.....	2-11
2.2	Alternatives Considered but Dismissed from Detailed Analysis.....	2-11
2.2.1	Alternative Routes	2-11
2.2.1.1	MEPCO Route to Orient, Maine.....	2-11
2.2.1.2	Route 9 Route	2-12
2.2.2	Alternative Technologies	2-13
2.2.2.1	Underground Transmission System.....	2-13
2.2.2.2	Converting the Existing MEPCO Line from Alternating Current to Direct Current	2-13
2.2.2.3	Upgrading the Existing MEPCO Line	2-14
2.3	Transmission Line Specifications, Construction, Operation, Maintenance, and Schedule Common to All Alternative Routes	2-14
2.3.1	Transmission Line Design Parameters	2-14
2.3.2	ROW Configurations	2-19
2.3.3	Substation Alterations.....	2-22
2.3.4	Transmission Line Construction.....	2-27
2.3.4.1	Surveying	2-27

CONTENTS (Cont.)

2.3.4.2	Construction of Access Roads	2-27
2.3.4.3	ROW Clearing	2-28
2.3.4.4	Support Structure Installation, Framing, and Stringing	2-31
2.3.4.5	Construction Staging Areas	2-31
2.3.5	Installation of AC Mitigation for the M&N Gas Pipeline	2-33
2.3.6	Post-Construction Maintenance Practices	2-35
2.3.7	Schedule.....	2-36
2.4	Standard Mitigation	2-37
2.4.1	Mitigation Practices To Be Used for Pre-Construction Activities	2-37
2.4.2	Mitigation Practices To Be Used for Construction Activities	2-39
2.4.3	Mitigation Practices To Be Used during Site Restoration.....	2-42
2.4.4	Mitigation Practices To Be Used during NRI Operation.....	2-43
2.4.5	Mitigation Practices To Be Used during ROW Maintenance.....	2-44
2.5	Comparison of Alternatives	2-45
2.5.1	Air Quality	2-45
2.5.2	Land Features.....	2-46
2.5.3	Land Use.....	2-46
2.5.4	Hydrological Resources.....	2-48
2.5.5	Ecological Resources.....	2-49
2.5.6	Cultural Resources.....	2-50
2.5.7	Socioeconomics	2-50
2.5.8	Environmental Justice Considerations.....	2-51
2.5.9	Visual Resources.....	2-51
2.5.10	Health and Safety.....	2-51
3	AFFECTED ENVIRONMENT.....	3-1
3.1	Atmospheric Environment	3-1
3.1.1	Weather and Climate	3-1
3.1.2	Air Quality	3-2
3.2	Land Features.....	3-3
3.2.1	Surface Topography.....	3-5
3.2.2	Bedrock Geology	3-5
3.2.3	Surficial Geology.....	3-5
3.2.4	Seismicity Hazards	3-8
3.3	Land Use	3-8
3.3.1	Forestry	3-8
3.3.2	Agriculture	3-9
3.3.3	Other Uses.....	3-10
3.3.4	Recreation and Tourism.....	3-12
3.4	Hydrological Resources	3-13
3.4.1	Surface Water	3-13
3.4.2	Groundwater	3-14

CONTENTS (Cont.)

3.5	Ecological Resources	3-15
3.5.1	Terrestrial.....	3-15
3.5.1.1	Vegetation.....	3-15
3.5.1.2	Wildlife	3-19
3.5.2	Aquatic.....	3-20
3.5.3	Wetlands	3-21
3.5.4	Special Status Species.....	3-22
3.5.4.1	Atlantic Salmon	3-23
3.5.4.2	Bald Eagle.....	3-24
3.6	Cultural Resources	3-25
3.7	Socioeconomics	3-27
3.7.1	Population	3-28
3.7.2	Employment.....	3-29
3.7.3	Unemployment.....	3-29
3.7.4	Income	3-30
3.7.5	Housing.....	3-31
3.8	Environmental Justice Considerations.....	3-32
3.9	Visual Resources.....	3-34
3.9.1	Scenic Quality.....	3-38
3.9.2	Distance Zones.....	3-39
3.9.3	Visual Sensitivity.....	3-39
4	ENVIRONMENTAL CONSEQUENCES.....	4-1
4.1	Air Quality	4-1
4.1.1	Methodology.....	4-1
4.1.2	Potential Impacts.....	4-1
4.1.2.1	Alternative Routes	4-1
4.1.2.2	Rescission of the Presidential Permit.....	4-3
4.2	Land Features.....	4-3
4.2.1	Methodology.....	4-3
4.2.2	Potential Impacts.....	4-4
4.2.2.1	Alternative Routes	4-4
4.2.2.2	Rescission of the Presidential Permit.....	4-6
4.3	Land Use.....	4-6
4.3.1	Methodology.....	4-6
4.3.2	Potential Impacts.....	4-7
4.3.2.1	Alternative Routes	4-7
4.3.2.2	Rescission of the Presidential Permit.....	4-9
4.4	Hydrological Resources	4-9
4.4.1	Methodology.....	4-9

CONTENTS (Cont.)

4.4.2	Potential Impacts.....	4-10
4.4.2.1	Alternative Routes	4-10
4.4.2.2	Rescission of the Presidential Permit.....	4-13
4.5	Ecological Resources	4-14
4.5.1	Methodology.....	4-14
4.5.2	Potential Impacts.....	4-14
4.5.2.1	Alternative Routes	4-14
4.5.2.2	Rescission of the Presidential Permit.....	4-36
4.6	Cultural Resources	4-36
4.6.1	Methodology.....	4-36
4.6.2	Potential Impacts.....	4-36
4.6.2.1	Alternative Routes	4-36
4.6.2.2	Rescission of the Presidential Permit.....	4-38
4.7	Socioeconomics	4-38
4.7.1	Methodology.....	4-39
4.7.2	Potential Impacts.....	4-39
4.7.2.1	Alternative Routes	4-39
4.7.2.2	Rescission of the Presidential Permit.....	4-40
4.8	Environmental Justice Considerations	4-40
4.8.1	Methodology.....	4-40
4.8.2	Potential Impacts.....	4-42
4.8.2.1	Alternative Routes	4-42
4.8.2.2	Rescission of the Presidential Permit.....	4-43
4.9	Visual Resources.....	4-43
4.9.1	Methodology.....	4-43
4.9.2	Potential Impacts.....	4-44
4.9.2.1	Alternative Routes	4-44
4.9.2.2	Rescission of the Presidential Permit.....	4-47
4.10	Health and Safety.....	4-47
4.10.1	Methodology.....	4-47
4.10.2	Potential Impacts.....	4-48
4.10.2.1	Alternative Routes	4-48
4.10.2.2	Rescission of the Presidential Permit.....	4-60
5	UNAVOIDABLE ADVERSE EFFECTS	5-1
5.1	Air Quality	5-1
5.2	Land Features.....	5-1
5.3	Land Use	5-1
5.4	Hydrological Resources	5-2
5.5	Ecological Resources	5-2
5.6	Cultural Resources	5-2

CONTENTS (Cont.)

5.7	Visual Resources.....	5-2
5.8	Health and Safety.....	5-3
6	IRREVERSIBLE AND IRRETRIEVABLE COMMITMENT OF RESOURCES.....	6-1
7	RELATIONSHIPS BETWEEN SHORT-TERM USES AND LONG-TERM PRODUCTIVITY.....	7-1
8	CUMULATIVE IMPACTS.....	8-1
8.1	Methodology.....	8-1
8.2	Potential Cumulative Impacts.....	8-2
8.2.1	Alternative Routes.....	8-2
8.2.1.1	Air Quality.....	8-2
8.2.1.2	Land Features.....	8-3
8.2.1.3	Land Use.....	8-4
8.2.1.4	Hydrological Resources.....	8-5
8.2.1.5	Ecological Resources.....	8-5
8.2.1.6	Cultural Resources.....	8-8
8.2.1.7	Socioeconomics.....	8-8
8.2.1.8	Environmental Justice Considerations.....	8-9
8.2.1.9	Visual Resources.....	8-9
8.2.1.10	Health and Safety.....	8-9
8.2.2	Rescission of the Presidential Permit.....	8-10
9	APPLICABLE ENVIRONMENTAL LAWS, REGULATIONS, PERMITS, AND DOE ORDERS.....	9-1
10	CONSULTATIONS.....	10-1
11	REFERENCES.....	11-1
12	LIST OF PREPARERS.....	12-1
13	GLOSSARY.....	13-1
14	INDEX.....	14-1
APPENDIX A: Consultation Letters.....		A-1
APPENDIX B: Detailed Maps Showing the Alternative Routes and Significant Wildlife Habitats.....		B-1

CONTENTS (Cont.)

APPENDIX C: Hydrological Data C-1

APPENDIX D: Mammal, Bird, Amphibian, Reptile, and Special Status Species
That Occur within the Project Area..... D-1

APPENDIX E: Wetland and Floodplain Assessment for the Bangor Hydro-Electric
Company Northeast Reliability Interconnect E-1

Attachment 1: Floodplain Maps for the Bangor Hydro-Electric
Company Northeast Reliability Interconnect
Alternative Routes E-18

Attachment 2: Wetland Maps for the Bangor Hydro-Electric
Company Northeast Reliability Interconnect
Alternative Routes E-51

APPENDIX F: Biological Assessment for the Bangor Hydro-Electric Company
Northeast Reliability Interconnect..... F-1

APPENDIX G: Essential Fish Habitat Assessment for the Bangor Hydro-Electric
Company Northeast Reliability Interconnect G-1

APPENDIX H: Photographs and Photosimulations..... H-1

APPENDIX I: Distribution List..... I-1

APPENDIX J: Contractor Disclosure Statement J-1

TABLES

S-1 Design Parameters for the NRI..... S-17

S-2 Summary of NRI ROW Requirements by Alternative S-22

S-3 Summary of Clearing and Cutting Practices during ROW Construction
and Maintenance S-25

S-4 Summary of Key Project and Environmental Characteristics and Potential
Impacts of the Proposed Action and Other Alternatives by Resource Area..... S-39

TABLES (Cont.)

2.1-1	Counties and Municipalities Traversed by the Previously Permitted, Consolidated Corridors, and Modified Consolidated Corridors Routes	2-6
2.1-2	Counties and Municipalities Traversed by the MEPCO South Route	2-10
2.3-1	Design Parameters for the NRI	2-15
2.3-2	Summary of NRI ROW Requirements by Alternative	2-26
2.3-3	Summary of Clearing and Cutting Practices during ROW Construction and Maintenance	2-29
2.5-1	Summary of Key Project and Environmental Characteristics and Potential Impacts of the Proposed Action and Other Alternatives by Resource Area	2-53
3.1-1	National and State of Maine Air Quality Standards	3-4
3.2-1	Soil Types Occurring in the Project Region	3-6
3.3-1	Areas of Land Classifications by County	3-9
3.3-2	Forested Land Ownership by County	3-10
3.3-3	Number of Dwellings and Camps Present near the Proposed ROWs	3-11
3.5-1	Major Tree Species That Occur within the Area of the Alternative Routes	3-16
3.5-2	Forest and Nonforest Land in Hancock, Penobscot, and Washington Counties, 2003	3-16
3.5-3	Timberland Acres by Forest-Type Group in Hancock, Penobscot, and Washington Counties, 2003	3-17
3.5-4	Acres of Forest Land by Stand-Size Class in Hancock, Penobscot, and Washington Counties, 2003	3-17
3.5-5	Significant Habitats within the ROWs for the Alternative Routes	3-18
3.5-6	Representative Fish Species That Could Occur in the Project Area	3-20
3.5-7	Overview of Wetland Resources within the ROWs for the Alternative Routes	3-22

TABLES (Cont.)

3.5-8	Overview of Atlantic Salmon Streams Crossed by the Alternative Routes.....	3-24
3.6-1	Overview of Cultural Resources within the ROWS for the Alternative Routes.....	3-28
3.7-1	Population within the ROI for the Northeast Reliability Interconnect	3-29
3.7-2	Employment by Industry within the ROI for the Northeast Reliability Interconnect, 2002.....	3-30
3.7-3	Unemployment Rates within the ROI for the Northeast Reliability Interconnect.....	3-30
3.7-4	Personal Income within the ROI for the Northeast Reliability Interconnect.....	3-31
3.7-5	Housing Characteristics within the ROI for the Northeast Reliability Interconnect.....	3-32
3.8-1	Minority and Low-Income Population Characteristics in the Three-County Area of the Alternative Routes, 2000	3-35
3.9-1	Key Observation Points, Use Rates, and Viewer Sensitivity Data for the Alternative Routes.....	3-40
4.2-1	Excavation and Surface Area Disturbance Required for the Alternative Routes.....	4-5
4.3-1	Acres of Land Use Affected by the Alternative Routes	4-7
4.4-1	Summary of Stream Crossings for the Alternative Routes.....	4-10
4.5-1	Area Potentially Impacted by ROW Access Roads, Substation Expansions, Staging Areas, and AC Mitigation.....	4-17
4.5-2	Water Body Crossings Where Ball Markers Would Be Used to Mitigate Potential Bird Collisions.....	4-22
4.5-3	Impacts of the NRI on Wetlands.....	4-26
4.5-4	Potential Impacts on Special Status Species from ROW Establishment	4-27

TABLES (Cont.)

4.5-5	Impacts of the NRI on Forested Riparian Areas of Essential Fish Habitat Water Bodies	4-35
4.7-1	Economic Impacts Related to the Alternative Transmission Line Routes in 2006	4-41
4.10-1	Dwellings within 600 Feet of the NRI ROW for the Alternative Routes	4-53
9-1	List of Potentially Required Permits/Approvals	9-2
9-2	Federal Environmental Statutes, Regulations, and Orders	9-3
10-1	Summary of Consultation Letters	10-2
C-1	Streams and Rivers Crossed by the Modified Consolidated Corridors, Consolidated Corridors, and Previously Permitted Alternative Routes.....	C-3
C-2	Streams and Rivers Crossed by the MEPCO South Alternative Route	C-6
C-3	State of Maine Water Quality Classification for Streams and Rivers	C-8
C-4	1982 Maine Rivers Study Classification.....	C-9
C-5	Lakes and Ponds within One Mile of the Northeast Reliability Interconnect Alternative Routes	C-10
D-1	Mammal Species within the Project Area.....	D-5
D-2	Bird Species within the Project Area.....	D-10
D-3	Amphibian and Reptile Species within the Project Area.....	D-27
D-4	Special Status Species That Could Occur within the Project Area.....	D-30
E-1	Comparative Information for the Alternative Routes	E-5
E-2	Summary of Floodplain Crossings for the Alternative Routes.....	E-7
E-3	Wetlands Crossed by the Alternative Routes.....	E-8
E-4	Impacts of the Proposed Project on Wetlands	E-12

TABLES (Cont.)

F-1	Representative Fish Species That Could Occur in the Project Area.....	F-8
G-1	Design Parameters for the NRI.....	G-9
G-2	Length of the NRI That Would Be New or Adjacent to Existing ROWs.....	G-11
G-3	Water Bodies Crossed by the Modified Consolidated Corridors Route of the Proposed NRI Project	G-21
G-4	Availability of Atlantic Salmon Habitat in Watersheds Crossed by the Proposed Transmission Line Route	G-32

FIGURES

S-1	Locations of the Modified Consolidated Corridors Route, Previously Permitted Route, Existing MEPCO 345-kV Transmission Line, and Substations That Would Require Modification.....	S-4
S-2	Alternative Route and Staging Area Locations	S-10
S-3	Location Where the Alternative Routes Initially Diverge	S-11
S-4	Location of the Alternative Routes within Washington County.....	S-12
S-5	Modified Consolidated Corridors Route and Consolidated Corridors Route Divergence between Blackman Stream and the Pickerel Pond Area.....	S-14
S-6	Modified Consolidated Corridors Route and Consolidated Corridors Route Divergence in the Area of Myra Camps.....	S-15
S-7	H-Frame Wood-Pole Tangent Support Structure	S-18
S-8	Heavy-Medium Angle Wood-Pole Support Structure.....	S-19
S-9	Heavy-Medium Angle Steel-Pole Support Structure.....	S-20
S-10	Placement of the NRI within a New ROW	2-21
S-11	Specifications for Vegetation Clearing and Maintenance along the Proposed ROW	S-26

FIGURES (Cont.)

1.1-1 Locations of the Modified Consolidated Corridors Route, Previously Permitted Route, Existing MEPCO 345-kV Transmission Line, and Substations That Would Require Modification..... 1-4

2.1-1 Alternative Route and Staging Area Locations 2-3

2.1-2 Location Where the Alternative Routes Initially Diverge 2-4

2.1-3 Location of the Alternative Routes within Washington County..... 2-5

2.1-4 Modified Consolidated Corridors Route and Consolidated Corridors Route Divergence between Blackman Stream and the Pickerel Pond Area..... 2-7

2.1-5 Modified Consolidated Corridors Route and Consolidated Corridors Route Divergence in the Area of Myra Camps..... 2-8

2.3-1 H-Frame Wood-Pole Tangent Support Structure 2-16

2.3-2 Light Angle Wood-Pole Support Structure..... 2-17

2.3-3 Light-Medium Angle Wood-Pole Support Structure..... 2-18

2.3-4 Heavy-Medium Angle Wood-Pole Support Structure 2-19

2.3-5 Wood-Pole Dead-End Support Structure..... 2-20

2.3-6 Heavy-Medium Angle Steel-Pole Support Structure..... 2-21

2.3-7 Steel-Pole Dead-End Support Structure..... 2-22

2.3-8 Placement of the NRI within a New ROW 2-23

2.3-9 Placement of the NRI Adjacent to an Existing Transmission Line 2-23

2.3-10 Placement of the NRI Adjacent to the Gas Pipeline and MEPCO Transmission Line 2-24

2.3-11 Placement of the NRI Adjacent to the Gas Pipeline 2-24

2.3-12 Placement of the NRI Adjacent to the Gas Pipeline and Stud Mill Road..... 2-25

2.3-13 Placement of the NRI Adjacent to Stud Mill Road and the Gas Pipeline..... 2-25

FIGURES (Cont.)

2.3-14 Specifications for Vegetation Clearing and Maintenance along the Proposed ROW..... 2-30

3.2-1 Surficial Geology in the Region of the Alternative Routes 3-7

3.8-1 Minority Population Concentrations in Census Block Groups in Hancock, Penobscot, and Washington Counties 3-36

3.8-2 Low-Income Population Concentrations in Census Block Groups in Hancock, Penobscot, and Washington Counties 3-37

B.1-1 Modified Consolidated Corridors Route Showing Significant Wildlife Habitats B-7

B.2-1 Modified Consolidated Corridors and Consolidated Corridors Routes in the Area of the Pickerel Pond Reroute..... B-23

B.2-2 Modified Consolidated Corridors and Consolidated Corridors Routes in the Area of the Myra Camps Reroute B-24

B.2-3 Consolidated Corridors Route Showing Significant Wildlife Habitats in the Pickerel Pond and Myra Camps Reroutes Areas B-25

B.3-1 Previously Permitted Route Showing Significant Wildlife Habitats..... B-31

B.4-1 MEPCO South Route Showing Significant Wildlife Habitats B-49

E-1 Alternative Route Locations E-4

ATT1-1 100-Year Floodplain Areas along the Modified Consolidated Corridors Route..... E-19

ATT1-2 100-Year Floodplain Areas along the Consolidated Corridors and Previously Permitted Routes E-26

ATT1-3 100-Year Floodplain Areas along the MEPCO South Route E-31

ATT2-1 Wetlands along the Modified Consolidated Corridors Route..... E-53

ATT2-2 Wetlands along the Consolidated Corridors Route in the Pickerel Pond Reroute Area..... E-67

ATT2-3 Wetlands along the Previously Permitted Route E-70

FIGURES (Cont.)

ATT2-4	Wetlands along the MEPCO South Route	E-84
F-1	Modified Consolidated Corridors Proposed Route for the Bangor Hydro-Electric Company Northeast Reliability Interconnect.....	F-4
F-2	Bald Eagle Nest Sites along the Penobscot River near the Modified Consolidated Corridors Route for the Bangor Hydro-Electric Company Northeast Reliability Interconnect.....	F-10
F-3	Bald Eagle Nest Sites at Alligator Lake near the Modified Consolidated Corridors Route for the Bangor Hydro-Electric Company Northeast Reliability Interconnect.....	F-11
F-4	Bald Eagle Nest Sites along Pocomoonshine Lake and Dog Brook near the Modified Consolidated Corridors Route for the Bangor Hydro-Electric Company Northeast Reliability Interconnect.....	F-12
G-1	Location of the Modified Consolidated Corridors Route	G-4
G-2	Specifications for Vegetation Clearing and Maintenance along the Proposed ROW	G-14
G-3	Essential Fish Habitat for Atlantic Salmon Eggs and Larvae.....	G-17
G-4	Essential Fish Habitat for Atlantic Salmon Juveniles.....	G-19
G-5	Essential Fish Habitat for Atlantic Salmon Adults.....	G-20
H-1	Existing MEPCO 345-kV Transmission Line at the Route 1A Crossing near Brewer.....	H-4
H-2	Photosimulation of the NRI at the Route 1A Crossing near Brewer	H-4
H-3	Existing MEPCO 345-kV Transmission Line at the Eastern Avenue Crossing near Holden Center	H-5
H-4	Photosimulation of the NRI at the Eastern Avenue Crossing near Holden Center	H-5
H-5	Existing MEPCO 345-kV Transmission Line at the Route 9 Crossing near Eddington.....	H-6
H-6	Photosimulation of the NRI at the Route 9 Crossing near Eddington	H-6

FIGURES (Cont.)

H-7	View from Eagle Mountain	H-7
H-8	Photosimulation of the NRI Viewed from Eagle Mountain	H-7
H-9	Stud Mill Road near Jimmies Mountain	H-8
H-10	Photosimulation of the NRI at Stud Mill Road near Jimmies Mountain.....	H-8
H-11	Machias River Crossing.....	H-9
H-12	Photosimulation of the NRI at the Machias River Crossing.....	H-9
H-13	View from Pocomoonshine Lake.....	H-10
H-14	Photosimulation of the NRI Viewed from Pocomoonshine Lake	H-10
H-15	St. Croix River Crossing	H-11
H-16	Photosimulation of the NRI at the St. Croix River Crossing.....	H-11
H-17	Existing MEPCO 345-kV Transmission Line at the Stud Mill Road Crossing near Costigan	H-12
H-18	Photosimulation of the NRI at the Stud Mill Road Crossing near Costigan	H-12
H-19	Existing MEPCO 345-kV Transmission Line at the Route 2 Crossing Southwest of Lincoln	H-13
H-20	Photosimulation of the NRI at the Route 2 Crossing Southwest of Lincoln	H-13
H-21	Existing MEPCO 345-kV Transmission Line at the Penobscot River Crossing South of Lincoln	H-14
H-22	Photosimulation of the NRI at the Penobscot River Crossing South of Lincoln	H-14
H-23	Existing MEPCO 345-kV Transmission Line at the Route 2 Crossing Northeast of Lincoln.....	H-15
H-24	Photosimulation of the NRI at the Route 2 Crossing Northeast of Lincoln	H-15

FIGURES (Cont.)

H-25	First Route 6 Crossing West of Springfield.....	H-16
H-26	Photosimulation of the NRI at the First Route 6 Crossing West of Springfield.....	H-16
H-27	Second Route 6 Crossing East of Carroll	H-17
H-28	Photosimulation of the NRI at the Second Route 6 Crossing East of Carroll	H-17
H-29	Third Route 6 Crossing West of Topsfield.....	H-18
H-30	Photosimulation of the NRI at the Third Route 6 Crossing West of Topsfield.....	H-18
H-31	Route 1 Crossing South of Topsfield.....	H-19
H-32	Photosimulation of the NRI at the Route 1 Crossing South of Topsfield.....	H-19